

ARE MEN LESS CHARMING?

The adjective is not ours, it is used by Mrs. Charles Henrotin of Chicago, who very emphatically asserts that men of today are, in matters of courtliness and charm, in no way equal to the men with whom her father and mother associated 50 years ago. The word "behavior," she says, seems to have been dropped out of the language. Forty-five years ago the men were better educated, they knew literature, they were better conversationalists, wonderfully well read, had a leisurely bearing and good breeding that now seems, she thinks, to have passed out of existence, says the Pittsburgh Dispatch. Big cities and the modern civilization, in their tendency to part the sexes, and the influx of foreigners, are the causes she offers in solution. But are her charges true? Grant that the greater strain of life has crowded out courtliness, that few men can afford a leisurely bearing in these days of increased cost of living, and that modern manners are more abrupt than those of the old school, what of her other specifications? Are men less well educated, less well read, less able to converse intelligently? Of course not. Education, reading and intelligence were never so generally diffused as today, and the broadening process has not lessened the proportion of well-educated, well-bred and exceptionally intelligent men, compared with 50 years ago, but rather the reverse, because the natural effect of wider diffusion has been to create a larger proportion of leaders.

The New York board of superintendents has issued formal instructions to teachers in the high schools of that city to do all in their power to improve the oral English of the pupils. "It is declared that the use by high school pupils of 'throw' for throw, 'toin' for turn, 'foil' for girl, 'erater' for oyster, 'lawr' for law, 'thoyd' for third, and other similar expressions no longer will be tolerated. If, as seems to be implied, it prevails at the present time, the fact would seem to indicate not only a lack of diligence on the part of the teachers of the grade schools as well as the high schools, but also slovenly pronunciation on the part of some of the teachers themselves. Bright pupils usually imitate the pronunciation of their teachers. Milwaukeeans are aware from observation of this tendency. Children belonging to homes where a foreign language was habitually employed have grown up with a good idiomatic English because they imitated the speech of their teachers in the public schools.

Is the onslaught on systematized arson having a deterrent effect? The fire loss in the United States and Canada was \$20,193,250 for January, 1913, compared with \$35,653,150 in the corresponding January, 1911. But climatic conditions are to be taken into account, and these in the first month of the present year were favorable to a reduction in the fire loss. January, 1912, was marked by the most protracted period of extremely cold weather which has occurred since the establishment of the weather bureau, and when the mercury is very low fire departments work at great disadvantage. In January, 1912, there were 536 fires causing a loss of \$10,000 or over, and in January, 1913, only 265. The largest fire of January, 1913, was that which destroyed the Calgary meat packing plant in Alberta, Canada.

Surgical treatment to turn a confirmed criminal into a useful citizen received a bad setback in a case where a great apparent change after such an operation led to the pardon of the remade man. His release was followed by a series of burglaries which necessitated his return to durance ville. Perhaps one of the reforms to come will be the better protection of society from theory and experiment connected with the criminal classes. So far, the experiments made to prove that morality is merely a matter of physiology have not been brilliantly successful.

A college paper denounces the decadence of students in allowing the old time rough-and-tumble rush to be succeeded by "sappy, effeminate teas and dinners," and pleads for the restoration of hand-to-hand battles to try their mettle. Probably thus did the barbarians look upon the first encroachments of civilization. The college-student estimate of manliness seems badly to be revised.

A doctor in Rome caused a riot and then was kept busy patching up the wounded. It was rather a strenuous and risky way of drumming up trade, but that business energy is accounted the best which gets a market for its supply by creating a demand.

Kansas professor has discovered surest way to become ugly is to try and force beauty. Any manager who has tried to force any of his stage beauties to live up to their contracts could have told him that.

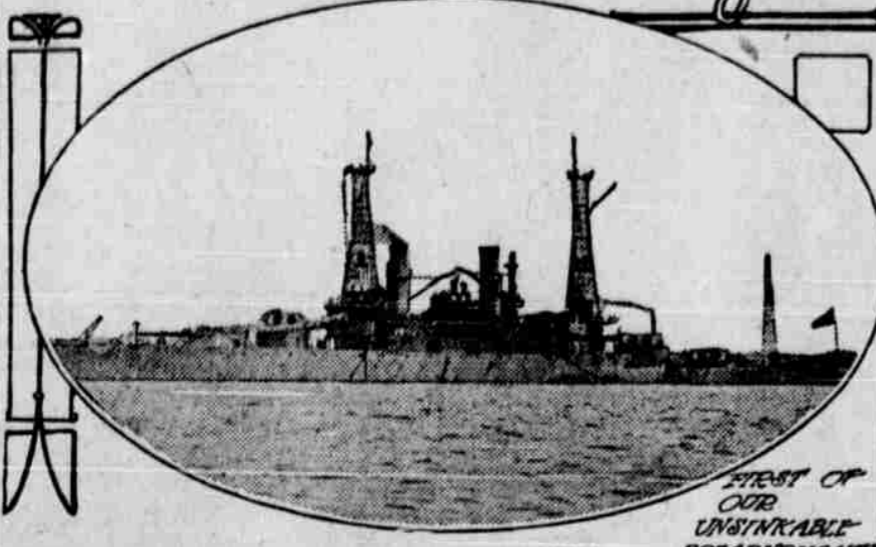
A Philadelphia aesthete makes the suggestion that women wear raincoats of the color of the rainbow to cheer up the landscape on rainy days. If he should imitate some more of the same article, he'd probably see rainbows and things without aid.

A Kansas youth playing a practical joke on a party by handing out candy that colored their teeth green. He should have joined forces with the New Jersey lady who fed her guests New York.

CAN A SHIP BE MADE UNSINKABLE?

Is it possible to make a ship unsinkable? At least, can't a craft be made far less likely to founder than under present systems of construction and yet be fit for the service for which she is designed? The sinking of the Titanic brought these questions before the public some months ago. Since then the skill of one man has developed a method which bids fair to add greatly to the margin of safety to any steel ship which may suffer serious damage below the waterline. The invention is a new application of principles which have been employed for other purposes for many years.

In 1908 the cruiser Yankee hit the Hen and Chickens reef, just outside of Newport. Various well-known salvage companies tackled the wreck, but abandoned the work, declaring that it was



quite impossible to refloat the cruiser. Then two young engineers, W. W. Wotherpoon and R. O. King, attacked the task along new lines, obtaining the financial assistance of the late John Arbuckle. These enthusiasts—for such was the spirit in which they approached what others had pronounced hopeless—broke away from traditional practice and resorted to the use of compressed air as a medium for salvaging the Yankee.

The ship had landed high on the reef, and the jagged rocks had torn her bottom plating in many places, making it impossible to pump her out in the usual way. These innovators sealed up the hatchways leading to the various holds. Then they pumped compressed air into the compartments, and the sea was driven out again through the rents by which it had entered. The ship was thus made buoyant enough to be dragged from the rocks. Unfortunately she was run into and sunk while being towed to harbor.

An entirely new problem then presented itself. Instead of making use of cumbersome pontoons and other external buoyant auxiliaries, Messrs. Wotherpoon and King settled upon the plan of turning the Yankee into her own salvage apparatus. In other words, it was decided to utilize the ship's own compartments as buoyancy chambers by draining them of the very water which had carried the craft to the bottom.

Nothing will probably declare offhand that there is nothing original in this; anybody knows that a foundered vessel would rise if you could get the hull out of her. But don't be too hasty in your conclusions. The difficulty lies in the danger that when the air forced the water out, the pressure of the overlying water will crush the hull. How, then, did these young engineers guard against this danger?

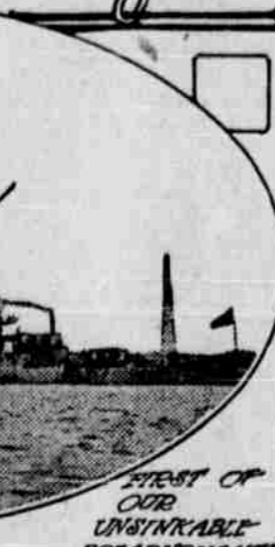
They did not try to pump out the cruiser in the literal sense of the word; they drove the water out under the impulse of compressed air and they balanced the confounding forces so nicely that the ship's structure was substantially a neutral division between them, the air pressure being just a trifle in excess of the pressure of the water which it forced outward from the buoyancy compartments. Do you realize the engineering cunning involved here? The compressed air actually constituted a stronger support for the burdened deck than the water which had previously filled the underlying space! As the cruiser rose to the surface the pressure was progressively reduced so that it just maintained an excess of force against the exterior water.

This method of floating the Yankee suggested to Mr. Wotherpoon a medium by which the structure of a vessel not yet sunk could be utilized to keep her afloat when otherwise impending water would certainly carry her to the bottom. Mr. Wotherpoon's first adaptation of this system was for naval purposes, to provide means by which an injured ship of war could survive the under water attack of either torpedoes or submarine mines, and probably be kept on an even keel so that she could still fire her guns effectively against an enemy.

From the keel of a fighting ship up to a height of several feet above the water line it is the practice to subdivide her as far as possible into a large number of separate water-tight compartments, the idea, of course, being to confine the area of injury. By making use of these compartments Mr. Wotherpoon's invention has robbed the under water weapons of much of their terror; it has reduced the dangers incident to hitting an uncharted rock; and it furnishes the commanding officer of a battle craft with a means by which he can assure himself at any time that his ship is structurally sound.

The naval constructor is a miser when it comes to apportioning pounds of a ship's displacement for auxiliary features. This attitude is really excusable, because stray pounds here and stray pounds there very soon reach the aggregate dignity of tons. When Mr. Wotherpoon submitted his proposition to the navy department the officials there grudgingly allowed him a very small total weight within which he was to make his system applicable to two-thirds of the 1,200 water-tight compartments of one of our armored cruisers.

On the face of it the prospect did not look encouraging, but it was right here that Mr. Wotherpoon's ingenuity met the difficulty. He chose to make use of existing facilities already provided for other purposes. This resourcefulness on his part enabled him, when his work of installation



was finished, to surrender to the navy department a large percentage of the weight allowance originally granted him.

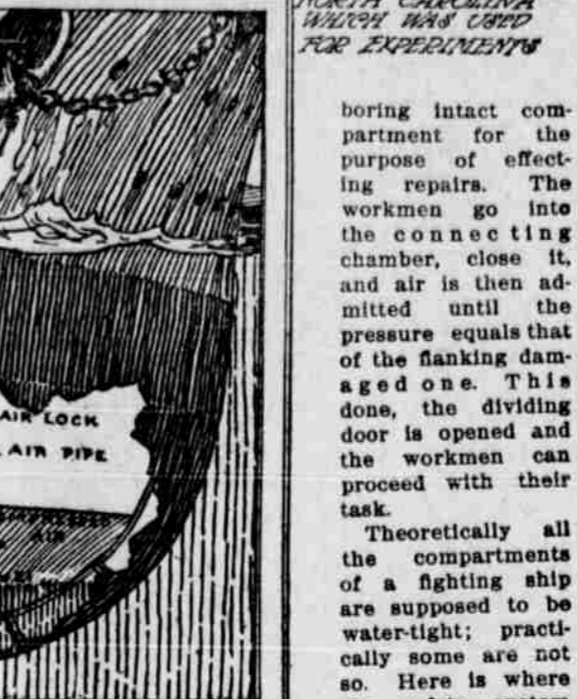
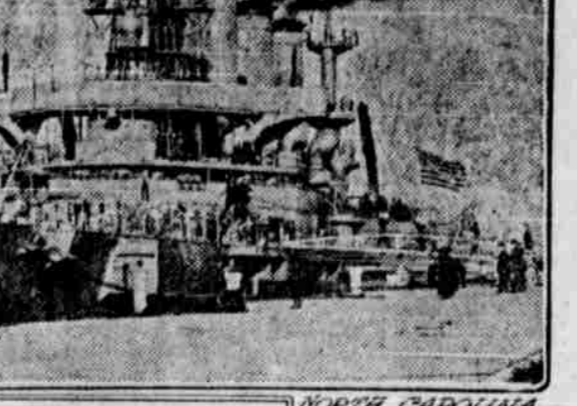
Take an empty tumbler, turn it bottom upward and press it down into a basin of water. The further you submerge it the smaller grows the air space, the air becoming more and more compressed. If you could slightly increase the pressure of the confined air the encroaching water would be driven outward. If the bottom of the tumbler were pierced, on the other hand, the air would escape and the water would rise and fill the space. Substitute a pipe instead of a free opening in the bottom of the glass and lead this pipe to a reservoir of compressed air. When this compressed air is poured into the tumbler the water will be driven out or the glass will rise and free itself of water. In either case then the space will be filled with air.

This is substantially what Mr. Wotherpoon has planned shall happen when a ship's compartment or compartments are flooded through under water damage of any sort. Air will displace the water due to leakage and make the craft float well high as if she had not been injured. Of course this is upon the assumption that the wound has occurred at the bottom and not the top of a watertight subdivision; otherwise the chamber will remain flooded.

But it takes a good deal of air to fill most of the big divisions of a fighting ship, and there must be piping to carry the air to these hundreds of separate chambers. How did Mr. Wotherpoon provide for all these and yet not exceed the weight allowed him by the naval officials? He did it by making use of facilities actually already provided for other services.

Foul air, gases and heat beyond a fixed degree must be guarded against in a man-of-war within the various under water compartments. To accomplish this end two pipes lead to each of these chambers, one to carry fresh air and the other to drain off the foul. Also every fighting ship is furnished with air compressors and there are a number of tanks in which this air is stored at a very high pressure. Normally this air is for the charging of the torpedoes, for some kind of mechanical work and for blowing the residual gases and bits of smoldering remnants of the powder bags out of the big guns before the breeches are opened for reloading. The very fundamentals of Mr. Wotherpoon's system were thus already installed and a few inexpensive connections alone were needed to complete his requirements. All that was necessary was to tap the air supply system by flexible hose and join the connection to the supply duct leading to any desired compartment, at the same time closing the exhaust vent. Thus compressed air under perfect control could be led into the flooded chamber and the water quickly expelled.

That is not all; the system makes it possible to enter the injured subdivision through a neighborly



another field of usefulness. Compressed air is very searching, much more so than water, and it has the added advantage of sounding an alarm wherever it manages to work its way through, even in a small measure. Dry air, unlike water, is not destructive, and a compartment full of stores, electrical apparatus of any other things sensitive to water could be flooded with compressed air for test without doing the least harm to the contents.

The value of this has already been proved in a number of instances recently and upon one occasion the draining of a leaking compartment and the charging with air of the surrounding compartments filled with stores resulted in the saving of probably \$12,000 or \$14,000 worth of property. In a few moments after the automatic alarm gave warning of the flooding the compressed air was in service and the water driven overboard again.

Perhaps the most striking example of the effectiveness of this system for keeping an injured ship afloat and making it possible for her to proceed to port was that of the U. S. S. Collier Nero. The vessel struck Brenton's Reef, Rhode Island, in July of 1909. Ordinary salvage operations failed to dislodge her from the rocks, and it was not until certain of her decks were sealed hermetically and a number of the intervening spaces turned into closed compartments and compressed air pumped into her that she was released and floated. She reached the Brooklyn navy yard.

Difficult. Representative Dudley M. Hughes of Georgia is called a farmer statesman and devotes much of his time to the agricultural interests of his district.

He has requests for many new kinds of seeds, and a time ago received this letter: "Dear Dud:—Sam Yopp's been tellin' me of a new seedless tomato the Gumbert is growin'; I'm writing to you in hopes you will send me some of the seeds."—Saturday Evening Post.

An Exception. "How did you find the roads up around Jingleville Corners?" asked Bilkins of Slathersberry, who had just returned from a motor trip. "Oh, I wasn't particularly stuck on them," said Slathersberry.

"Really?" said Bilkins. "Well, I guess you're the only man that wasn't. I was stuck on 'em for a whole day last year."—Harper's Weekly.

All Needed Vacation. Said Jones to the deacon: "I see you are going to give your minister a three-months vacation."

"We are," said the deacon to Jones. "Isn't that a long time?" "Maybe. But we need a rest, just as much as the preacher does."—Cleveland Plain Dealer.

Under Coat of London Soot

America was discovered all over again in London recently, says the Washington Star's correspondent. At least a long-hidden statue of America was. It is really no use putting up a statue or any other kind of memorial in London, for in a year or two unless seen to right along, it will be practically enveloped in a pitch black cloak of London soot, some 6,000 tons of which, according to an engineer's recent estimate, is always hanging in the atmosphere of this metropolis.

The statue of "America" which has just been discovered adorns the front of the Cannon street hotel, which adjoins one of the biggest of London's railway stations and is a favorite place for big political and other gatherings. It was put up in 1865, since when its walls have not been cleaned, hence for forty years or more all of the rather elaborate decorations which cover them have been hidden from sight as completely as if they never had existed. The pall of mingled soot and grime which covers them several inches deep in places, but it falls off almost at a touch, and after what is known as "wire brushing" the surface becomes fairly clean.

Four statues, it appears, representing the four

continents, besides some balustrading and arching with decorative panels, compose the long-shrouded facade of the Cannon Street hotel. Of these statues, two, Europe and Asia, have now been brought completely to light. America has been located and partly unveiled, and Africa, appropriately enough, is still the "dark" continent. Hearing of the discovery of America in Cannon street, the writer hastened to the spot, and after mounting to dizzy heights, by means of a ladder, and crawling along a stone ledge some eighty feet above the level of the ground, was rewarded with a sight of the partly exhumed statue, which stands some fifteen or sixteen feet high.

Remembering that this effigy of "America" was designated in the mid-Victorian period, it was no surprise to find it lacking in any special beauty. It is the figure of a woman—possibly a militant suffragette—holding in one hand a gun and in the other some ears of corn. On the ground is something which may represent either a tomahawk or the ax of the pioneer, and underneath, in letters that once were gilt, appears the word "America."

Human Hog. Crawford—Don't you believe that a man should be the architect of his own fortune?

Crawshaw—That's all right; but he shouldn't build on the other fellow's lot.—Magazine of Fun.

Hard Working Fancy. Gibbs—Does your wife do much fancy work?

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BACK YARD FARMER

Interesting Pointers on Gardening for the City Man or Suburbanite.

WHAT TO PLANT AND WHEN

Advice by an Expert on Agricultural Matters—How to Plan the Garden—For the Chicken Raiser—Grow Rhubarb.

By PROF. JOHN WILLARD BOLTE.

We are frequently asked to give suggestions regarding the best way to utilize the ordinary city back yard for gardening purposes. Space does not permit of our answering such a comprehensive question for each inquirer and we take this opportunity to cover the subject in detail.

Let us suppose that your back yard is about 25 feet wide and 50 feet deep. It is fenced in and is pretty sunny most of the day. There is a back gate and a walk leading from the house to the gate. How shall we lay out our garden to get the greatest amount of returns in fruit and at the same time secure the most beautiful effect?

In the first place, give fruit and vegetables the right of way, using grass and flowers to fill in the odd corners. Most of our fruit bearing shrubs and trees are as beautiful as any flowering shrubs, many of the fruits themselves are highly decorative, and our anticipation of harvest time lends a very tangible interest, which is lacking in merely decorative plants.

Plant a row of dwarf pear trees flat along the south side of one wall and train them in the espallier, vine like, form on a trellis. Use Dwarf Seckle and Bartlett pears. Along the wall facing east plant dwarf peaches (Crawfords are fine) and train them in the same way. Plant from four to six feet apart and allow from four to six main branches to grow.

Dwarf cherries or dwarf apples may be planted against the other walls, where they will take up very little room, but care must be taken that plants near the north side of any wall are far enough away to get some sunshine.

A very satisfactory plan for the walk is to cover it with a latticed pergola and train grapes over it. Delaware grapes on the shadier side and Concord on the sunny. Grapes make a fine screen for any small buildings, ash boxes, etc., in the yard.

A strawberry bed 10 feet by 20 feet, close to the pears, and three rows of 20 plants each of blackberries, raspberries and currants will fill up the half of the garden next to one long side and the balance can be devoted to vegetables and flowers.

We prefer dwarf fruit trees to the full sized ones because they come into bearing very early, require much less care, and produce fine fruit in very good quantity. Dwarf pears are very satisfactory. Prune and fertilize and spray properly and your dwarf fruit trees will bear heavily every year.

By planting them against the sunny side of a wall and training like vines, the fruit matures earlier, the trees decorate the wall and they take up much less room than if planted in the open. The amount of edible fruit produced will be nearly as great. Try some dwarf fruit trees yourself this year.

Chicken Farming. There is no agricultural subject of greater interest to all classes of people than poultry keeping in some form or other.

Over eighty out of a hundred farmers, large and small, the country over, keep hens. About forty per cent. of the householders in small towns and villages keep backyard flocks, and the number of flocks in the great cities is positively astounding.

Almost every man you know has at some time been possessed with the idea that the easiest way on earth to make a living is with chickens. If you doubt it, ask the next man you meet what he thinks about the chicken business.

Go to a few poultry shows next winter, after having industriously read the monthly issues of a couple of good poultry journals this summer, and by the time the incubator salesman gets in his work it will take a straight-jacket to keep you from starting to keep chickens. And really, it is a very fascinating occupation.

No one need be ashamed of being a chicken "crank" in these days, because the poultry industry of the country is assuming such vast proportions that it bids fair to overtop any other single agricultural product in value at the time of the next census. Further than this, no other product can equal it for net profits to the producer, because the investment in stock and equipment is exceedingly small compared to the returns. The labor, land and building investment represented by one dairy cow would take care of enough hens to bring in three times the profit.

Now then, can a man of ordinary intelligence, no experience and a small capital, hope to get rich by raising chickens? There is but one answer and that is, that he may hope to, but he will not make good.

The writer is personally acquainted with prominent poultry men in nearly every state in the Union, and while many of them are well to do, not one is rich, even from the farmer's standpoint.

The poultry business offers the hard working, thoughtful man, a good living, a steady joy and an assured home. The production of eggs is the safest and easiest field for the beginner and where this is to be the specialty, the White Leghorn breed is pre-eminent for large flocks, outside of New England and other districts demanding brown-shelled eggs.

In order to be successful, the start must be made in a small way, and the ideal plan is for the prospective owner to work on some successful poultry plant for at least six months or preferably a year, in order to learn business from the inside. Do not

underestimate the importance of this, as this business is the most detailed and intricate of all the agricultural industries.

The returns are very satisfactory when the plant is intelligently handled. Thousand hens plants may be equipped with an investment of from four to six thousand dollars and the net returns are from a dollar per hen up to the high figures secured by the fauicy stock breeders.

We knew three men in southern New England, one making \$3,400 from a thousand hens, another making \$5,000 with only four hundred hens, and the third spent a hundred thousand dollars on his poultry plant and lost it all. The first two started small and grew slowly. The last one started big and ended small.

Rhubarb.

How few rhubarb plants one sees growing and how nice that old-fashioned spring tonic is! Considering the fact that it costs practically nothing to plant it and the plants come up year after year, there is no reason why we should not, all of us, have all of the pieplant pie that we can eat every spring. Half a dozen hills will supply an average family.

Harvest time for rhubarb is the spring and early summer, but we frequently get a second crop in the fall. Sandy loam is best for this plant, but it will grow well in any rich, warm, moist soil. You cannot get the soil too rich for rhubarb, and it does not stand drought very well.

Do not try to grow the plants from seed if you can secure root cuttings from a good, strong old hill. Each cutting should have two buds or eyes. Plant them in rows three feet apart, with the eyes an inch below the surface. They will begin to grow at once and, if planted early, a few stalks can be pulled the first year.

As fast as seed stalks appear cut them off. If very fine, large stalks are wanted, and why not have the best, thin out all but the center buds, so that the entire strength of the plant will feed these.

After the leaves are cut back by frost in the fall cover the plants with four inches of straw or manure. This prevents freezing and makes the next year's crop earlier.

While the plants will start early, at the same time the leaves will not push through this covering until after danger of spring frosts is past, hence it should not be removed too soon. Many commercial growers keep the soil covered with straw the year round in order to keep weeds down and hold moisture without cultivation. Cover the plants in the winter anyway. It will avoid disappointment and increase the plant food.

Every three or four years it is advisable to dig up the plants, divide them and replant in another spot. If this is not done, the plants run out and the stalks grow small and pithy. Division and a new location start them off again as good as new.

Any surplus can always be sold in the spring at a good price as we seem to have a natural craving for the fresh green acid qualities of this old-time "pie fruit." Eat lots of it. Eat it raw and cooked, in pies and out of pies, put up all you cannot eat and save it for winter, but grow it yourself if you have a two by four patch of ground where the sun shines. It costs nothing to raise and it tastes lots better when it comes out of your own patch. And, furthermore, it is a much better spring tonic than sulphur and molasses, or sassafras.

Cold Storage for Fruit.

Three systems of cold storages are commonly used for fruit—the ammonia system, carbonic acid gas and calcium chloride—says the New England Homestead. All are chemical storages; but in a region where natural ice can be obtained cheaply, the calcium chloride gravity system seems to be much cheaper than the two first, and equally good. The ammonia system has to be pumped at a pressure of 200 pounds to 400 pounds to the square inch. Both these require expensive duplicate machinery and high-priced engineers night and day, while the calcium chloride uses cheap machinery and ordinary help. G. H. Powell, formerly with the United States department at Washington, says the calcium chloride gravity system is the best for northern localities.

Teaching Agriculture.

I believe it would be to the interest of all agricultural people in every single town to have an agricultural department attached to the high school. I would have the teachers so prepared to teach agriculture that they could also teach it in the common schools to a certain elementary degree, says a writer in an exchange. I have found that of the farmers' boys and girls brought up on the farm very many cannot tell even the name of the most common weeds that grow in their father's fields. It seems to me that the time has arrived, especially in agricultural education, when we should take this matter up and begin, as we have already done in a limited way, to establish these schools.

Italian Marriage Brokers.

In Italy marriage brokers are a regular institution. They have pocketbooks filled with the names of marriageable maidens in various ranks of life, and go about trying to arrange matches. When they are successful they receive a commission, and very likely something extra as a voluntary gift from their customer.

Plowing by Artificial Light.

New South Wales has adopted the California idea of plowing at night. For this purpose two powerful acetylene headlights are attached to the traction engine which draws the plows, and the ground is so well and brilliantly lighted that the operator can work over the field quite as well as by daylight.

Dish for the Gods.

Liver and onions, artistically blended, produce a fragrance that waited for the summit of Olympus, would cause the jovial Jove to kick over the ambrosia kettle and come thundering down the craggy steep in quest of a new dish for the gods.—Kansas City Star.

CAN'T BREAK MONTE CARLO

Immense Sums of Money Are Kept on Hand to Supply the Losing Tables.

Among the classic system players who gained great sums at Monte Carlo was Charles Wells, adventurer and inventor, who came to Monte Carlo with the money of other people, to "win or lose it all" in testing his great idea. He played, also on the

simple chances, a modification of the famous method of d'Alembert, the great mathematician. Wells began with a stake of ten units, decreasing to nine if he won, but increasing to eleven if he lost. His game was a kind of swinging of the pendulum, going up one way to twenty units, and the other down to one. For a time he contrived to prosper so sensationally that the tables at which he played

had occasionally to stop for a few minutes until more money was brought. This was "breaking the bank," and gained Wells the honor of becoming the hero of a popular music hall song. Nowadays, however, writes C. M. Williamson in McClure's, no successful player can have the thrilling joy of breaking the bank. As soon as it is seen that one gambler or more may reduce the funds of a table to a low ebb, more money is unostentatiously brought by one of the footmen, and play never stops for an instant.

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